INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 3**

1.	**VESSEL DESCRIPTION**				
1.1	Date updated:			May 20, 2013	
1.2	Vessel's name:			Eagle Birmingham	
1.3	IMO number:			9123192	
1.4	Vessel's previous name(s) and date(s) of change:			Not Applicable	
1.5	Date delivered:			Feb 05, 1997	
1.6	Builder (where built):			Samsung,Ulsan,South Korea	
1.7	Flag:			Singapore	
1.8	Port of Registry:			Singapore	
1.9	Call sign:			S6LO	
1.10	Vessel's satcom phone number:			870-7731-70654	
	Vessel's fax number:			8707831711949	
	Vessel's telex number:			584-456419210	
	Vessel's email address:			eagle.birmingham@aet-tankers.com	
1.11	Type of vessel:			Oil Tanker	
1.12	Type of hull:			Double Hull	
Classification					
1.13	Classification society:			Det Norske Veritas	
1.14	Class notation:			= 1A1Tankers for oil ,ESP,EO.LCS	
1.15	If Classification society changed, name of previous society:			N/A	
1.16	If Classification society changed, date of change:			Not Applicable	
1.17	IMO type, if applicable:				
1.18	Does the vessel have ice class? If yes, state what level:			No ,	
1.19	Date / place of last dry-dock:			Mar 11, 2012	LISNAVE , PORTUGAL
1.20	Date next dry dock due			Mar 11, 2015	
1.21	Date of last special survey / next survey due:			Mar 11, 2012	Feb 28, 2015
1.22	Date of last annual survey:			Apr 11, 2013	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			1 (HULL STRUCTURE)	
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?			N/A Not Applicable	
Dimensions					
1.25	Length Over All (LOA):				253.3 m
1.26	Length Between Perpendiculars (LBP):				242 m
1.27	Extreme breadth (Beam):				44.2 m
1.28	Moulded depth:				19.2 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			48.21 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):			124.29 m	129.01 m
1.31	Distance bridge front to center of manifold:				88.7 m
1.32	Parallel body distances:	Lightship		Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	44.25 m		56.054 m	56.05 m
	Aft to mid-point manifold:	14 m		53.086 m	74.25 m
	Parallel body length:	58.25 m		109.14 m	130.3 m
1.33	FWA at summer draft / TPC immersion at summer draft:			292 mm	99.6 MT
1.34	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Lightship:			46.114 m	0 m
	Normal ballast:			41.21 m	0 m
	At loaded summer deadweight:			35.391 m	0 m
Tonnages					
1.35	Net Tonnage:			28190	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			57456	44057
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			58125.11	52271.98
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement

	Summer:	6.419 m	12.819 m	99343 MT	116054.6 MT
	Winter:	6.686 m	12.552 m	96687.3 MT	113398.9 MT
	Tropical:	6.152 m	13.086 m	102004.8 MT	118716.4 MT
	Lightship:	17.142 m	2.096 m		16711.6 MT
	Normal Ballast Condition:	12.238 m	7 m	43508.9 MT	60220.5 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				MT

Ownership and Operation

1.42	Registered owner - Full style:	GSH2 AFRAMAX TANKER II AS Munkedamsvein 45 Vika Atrium 0250 Oslo NORWAY Tel: 1-832-615-2000 Fax: 1-713-622-2256 Telex: RS 20155 Email: aet-ops@aet-tankers.com
1.43	Technical operator - Full style:	AET Shipmanagement (Singapore) Pte Ltd 1 Harbourfront Avenue,Unit 11-02,Keppel Bay Tower,Singapore 098632 Tel: +65-64900363 Fax: 65-63451133/62760735 Telex: RS 20155 AET Email: SHIPMANAGEMENTHSSESINGAPORE@AET-TANKERS.COM Company IMO#: 5034289
1.44	Commercial operator - Full style:	AET Inc.Limited AET 1900,West Loop South,Suite 920 Houston,Texas 77027 Tel: 1-832-615-2000 Fax: 1 713-622-2256 Telex: RS 20155 Email: aet-ops@aet-tankers.com Web: www.aet-tankers.com
1.45	Disponent owner - Full style:	AET Inc. Limited 1900 West Loop South, Suite 920, Houston TX 77027 USA Tel: +1 832 615 2000 Fax: +1 713 622 2256 Email: aet-ops@aet-tankers.com

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017
2.2	Safety Radio Certificate:	Jul 19, 2012	Apr 11, 2013	Feb 28, 2017
2.3	Safety Construction Certificate:	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017
2.4	Loadline Certificate:	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017
2.6	Safety Management Certificate (SMC):	Jan 25, 2009	Dec 10, 2011	Dec 15, 2013
2.7	Document of Compliance (DOC):	Jun 23, 2011	Jul 31, 2012	Jul 01, 2013
2.8	USCG (specify: COC, LOC or COI): COC	Mar 24, 2012	Apr 11, 2013	Mar 24, 2014
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2013		Feb 20, 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2013		Feb 20, 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):	May 31, 2012		May 31, 2015
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017
2.15	International Ship Security Certificate (ISSC):	Dec 15, 2008	Dec 10, 2011	Dec 14, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 18, 2012		Feb 28, 2017
2.17	International Air Pollution Prevention Certificate (IAPP):	Jul 18, 2012	Apr 11, 2013	Feb 28, 2017

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes

3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	Indian
3.2	Nationality of Officers:	Indian, Malaysian, Chinese, Filipino, Bangladeshi
3.3	Nationality of Crew:	Indian, Filipino, Malaysian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable
3.5	What is the common working language onboard:	English
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A
4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing
5.	**FOR USA CALLS**	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual (QI) - Full style:	Gallagher Marine Systems, LLC Gallagher Marine Systems LLC 200 Century Parkway, Suite D Mt. Laurel, NJ 08054 Tel: +1 703 683 4700 Fax: +1 856 642 3945 Email: info@chgms.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corporation 220 Spring Street, Suite 500, Herdon, VA 20170, USA Tel: + 1 732 417 0175 Fax: +1 732 417 0097
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes
6.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity (98%, excluding slop tanks):	112629.8 m3
6.5	Slop tank(s) capacity (98%):	2844.2 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
SBT Vessels		
6.8	What is total capacity of SBT?	43876.4 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	44.1 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3
6.12	Maximum loading rate for homogenous cargo per manifold connection:	3600 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	10800 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No Not Applicable
Pumping Systems		

6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	2500 M3/HR
	Stripping:	1	Reciprocating	240 m3/hr
	Eductors:	1	Other/Venturi	300 m3/hr
	Ballast:	1	Centrifugal	3600 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:		3	
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		Yes	
6.18	Can tank innage / ullage be read from the CCR:		Yes	
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes	
6.20	What type of fixed closed tank gauging system is fitted:		Saab Radar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes, All	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	400 mm
Venting				
6.24	State what type of venting system is fitted:		Mast Riser & Individual High Velocity	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		4	
6.27	What is the size of cargo connections:			406.4 mm
6.28	What is the material of the manifold:		Steel ANSI 150	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			2500 mm
6.30	Distance ships rail to manifold:			4600 mm
6.31	Distance manifold to ships side:			4600 mm
6.32	Top of rail to center of manifold:			900 mm
6.33	Distance main deck to center of manifold:			2100 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		13.991 m	8.519 m
6.35	Number / size reducers:		3 x 406.4/304.8mm (16/12") 6 x 406.4/254mm (16/10") 3 x 406.4/203.2mm (16/8") 1 x 304.8/203.2mm (12/8") 2 x 203.2/152.4mm (8/6")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:			m m
Cargo Heating				
6.38	Type of cargo heating system?		Steam	
6.39	If fitted, are all tanks coiled?		Yes	
6.40	If fitted, what is the material of the heating coils:		Other	
6.41	Maximum temperature cargo can be loaded/maintained:		66.0 °C / 150.8 °F	66 °C / 150.8 °F
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Coal Tar Epoxy	Port & Stbd Slops fully coated,Rest Of The Tanks Coated 1.5 m below the crown coaming
	Ballast tanks:	Yes	Coal Tar Epoxy	Whole Tank
	Slop tanks:	Yes	Coal Tar Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:		Zinc	
7.	**INERT GAS AND CRUDE OIL WASHING**			
7.1	Is an Inert Gas System (IGS) fitted:		Yes	
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		Flue Gas	

7.3	Is a Crude Oil Washing (COW) installation fitted:				Yes	
8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 mm	IWRC	250 m	83 MT
	Main deck fwd:	4	36 mm	IWRC	250 m	83 MT
	Main deck aft:	2	36 mm	IWRC	250 m	83 MT
	Poop deck:	6	36 mm	IWRC	250 m	83 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	81 mm	NYLON	11 m	120 MT
	Main deck fwd:	4	81 mm	NYLON	11 m	120 MT
	Main deck aft:	2	81 mm	NYLON	11 m	120 MT
	Poop deck:	6	81 mm	NYLON	11 m	120 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		m m	Not Applicable	m	MT
	Main deck fwd:		m m	Not Applicable	m	MT
	Main deck aft:		m m	Not Applicable	m	MT
	Poop deck:		m m	Not Applicable	m	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	72 mm	Estalon	220 m	91.5 MT
	Main deck fwd:		m m	Not Applicable	m	MT
	Main deck aft:		m m	Not Applicable	m	MT
	Poop deck:	1	72 mm	Estalon	220 m	91.5 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drum	51 MT
	Main deck fwd:			2	Double Drums	51 MT
	Main deck aft:			1	Double Drums	51 MT
	Poop deck:			3	Double Drums	51 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				3	67 MT
	Main deck fwd:				4	67 MT
	Main deck aft:				4	67 MT
	Poop deck:				4	67 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				12	MT (Bow fairleads 200 MT (X 2) Others 128 MT (x 10))
	Main deck fwd:				14	128 MT
	Main deck aft:				8	128 MT
	Poop deck:				12	127 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				Chafing Chain Only	200 MT
8.9	Type / SWL of Emergency Towing system aft:				ETS 200-D Pusnes	200 MT
Anchors						
8.10	Number of shackles on port cable:				13	
8.11	Number of shackles on starboard cable:				12	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				200 MT	255mmx355mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					200 MT
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				bhp	0 Kw
8.15	What is brake horse power of stern thruster (if fitted):				bhp	0 Kw
Single Point Mooring (SPM) Equipment						
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':				Yes	

8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	AKD/Tongue Type	
8.20	Safe Working Load (SWL) of chain stopper(s):	200 MT	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm	
8.22	Distance between the bow fairlead and chain stopper/bracket:	3000 mm	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes Not Applicable	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes PORT AND STARBOARD (MIDSHIPS)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6 m	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	
9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	IFO 380cst	
9.2	What type of fuel is used in the generating plant?	IFO 380cst	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	2886.65 m3	156.6 m3 0 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	BRITANNIA Regis House, 45 King William Street, London EC4R 9AN U.K. Tel: +44(0)20 7407 3588 Fax: +44(0)20 7403 3942 Web: www.britanniapandi.com	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Apr 11, 2013 / LAKE CHARLES, LA, USA	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	n/a	
Recent Operational History			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No , n/a Grounding: No , n/a Serious casualty: No , Collision: No , n/a	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Mar 10, 2014 / ST Texas, USA	
9.13	Date/Place of last CDI Inspection:	N/A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Contact owner for details.	